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JAPANESE PHOTOGRAPHER

All kinds of Photographic
Work done in latest styles.
Developing and Printing for
AMATEURS & SPECIALISTS.

8a. QUEEN'S ROAD
CENTRAL.

The China Mail.

ESTABLISHED 1845

ADVERTISING
SUTTON & BARNARD
LONDON
OLD-TOM GB
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Sutton & Barnard
AGENTS:
Sumner & Beggins

No. 14758

號五月八年十一百九千一英

HONGKONG, FRIDAY, AUGUST 5, 1910.

日一初月七年二號

PRICE, \$8.00 Per Month.



OLD V.A.T.
No. 4
SCOTCH
WHISKY

SOLE AGENTS IN
HONGKONG,
CHINA &
MANILA.

A.S. Watson &
Co., Ltd.

As supplied to the
House of Lords
and
House of Commons.

CHINA MUTUAL LIFE IN-
SURANCE CO., LTD.
HEAD OFFICE, SHANGHAI.

DIRECTORS AND OFFICERS.
Alexander McLeod, Esq., Chairman.
C. Stephenson, Esq., Secretary.
Lee Yung So, Esq.,
J. H. McMichael, Esq.,
O. R. Burtill, Esq.,
J. A. Watkin, Esq., Managing Director.
A. J. Hudson, Esq., Secretary.
S. B. Wells, Esq., F.I.A., Actuary.

A strong British Corporation Registered
under Hongkong Ordinances and under
Life Assurance Companies' Acts, England.
Insurance in Force.....\$37,555,835.00
Assets.....\$415,250.00
Income for Year.....\$3,593,559.00
Insurance Fund.....\$5,216,512.00.

Efforts Knox, Esq., Hongkong, Canton,
District Manager. Macao and the
B. W. Tate, Esq., Philippines.
District Secretary.
Alexandra Building.

C. Lawder, Esq., Inspector, Hongkong.

ADVISORY BOARD, HONGKONG.
Sir Paul Chater, Kt., C.M.G.
T. F. Hoogh, Esq., C. J. Lafrentz, Esq.
Hongkong, November 14, 1909. 1424

KING EDWARD PLACE.

Hyde Park Corner Scheme for
a National Memorial.

Mr. F. W. Spaight, who was responsible
for the scheme of street improvement at
the Marble Arch that was ultimately
accepted, suggests another scheme for the
beautification of Hyde Park Corner which
he proposes should take the form of a
National Memorial to King Edward. By
the realisation of the suggested improve-
ment as depicted in his plans, not only
would the present shapeless mass of road-
way, now forming the junction between
Piccadilly, Knightsbridge, Grosvenor
Place, Constitution Hill, and Hyde Park
be transformed into a large rectangular
enclosure, at once dignified, spacious, and
artistic, but it would, he holds, be an ex-
tremely appropriate site for the memorial.
Its area, approximately 300,000 square
feet, would be considerably more than
twice the size of Parliament Square.

In addition to providing a suitable site
for the memorial, proper by absorbing a
piece of Green Park, an excellent posi-
tion would be gained on which to
erect the Shakespeare Memorial The-
atre, and at some future date a National
Opera House. Burton's Arch would be
removed from its present position at the
top of Constitution Hill to become the
central feature of the southern boundary
of the new area, which it is suggested
should be called King Edward Place.
By taking off 20 ft. of the Green Park,
and thus widening Piccadilly, not only
would the traffic problem be solved at this
point but a splendid vista from Piccadilly
would be obtained, taking in the suggested
memorial, which it is proposed should take
the form of a great equestrian statue. The
whole scheme, Mr. Spaight thinks, could
not fail to be satisfactory from an aesthetic
point of view.

MUSIC BY WEIGHT.

Recent years have brought forth so many
prodigies in the musical market that far
less attention is now paid to them than
was formerly the case, says the writer of
musical notes in the Daily Telegraph. "A
boy violinist, however, who weighs 175
pounds certainly seems worth mentioning,
even from his claim as a budding in-
truding in the circumstances is the right
word—virtuoso! Franklin Gittelsohn is his
name, Philadelphia his birthplace, and
fourteen summers has passed over his head.
From his studies under Carl Flesch, the
Hungarian violinist, Gittelsohn is said to
have emerged as one of the most remark-
ably gifted boys of all countries and all
times, and it is added that already he plays
in many respects like a great artist. Clearly,
then, the young Philadelphia seems
destined soon to be worth his weight (of
175 pounds) in gold."

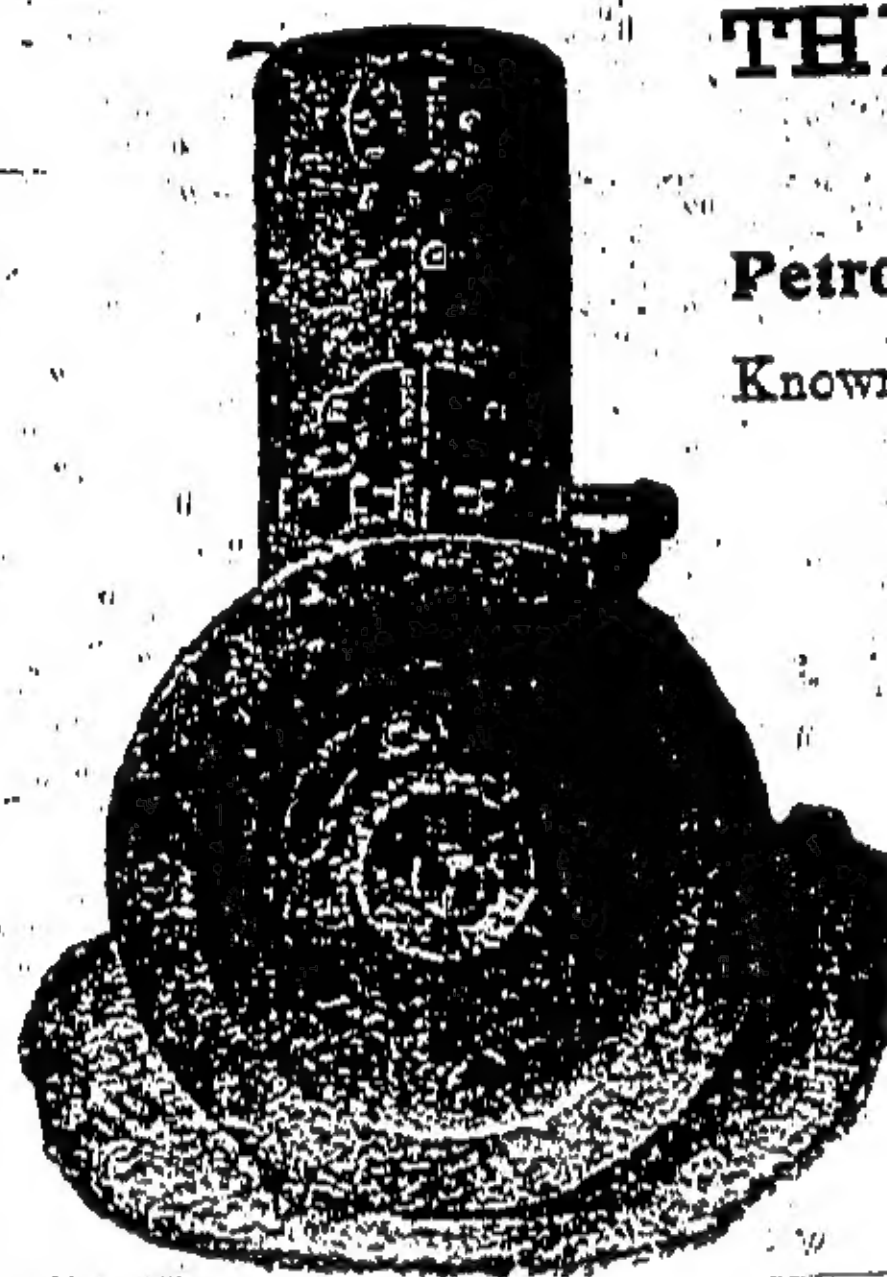
Business Notices.

W. S. BAILEY & Co., Ltd.
TELEPHONE, K 21.

Builders of Steamers up to 1000 Tons.
Tugs, Launches, Barges, Motor Boats.
Castings, Forgings, Roofs and Bridge Work.
SLIPPING AND REPAIRS AT LOWEST RATES.

Air Compressor with Hammers and Drills, etc.
Engines, Boilers, Launches, Pumps
Engineers' Fittings and Supplies.

Ground Floor Shop To Let in
Chater Road.



THE BELFAST
BARKER

Petrol or Kerosine Engine
Known amongst the Irish Fisher-
men as the
'FOOL PROOF.'

This well-known 3 Stroke Motor
is stocked from 2 to 30 H.P. and
is suitable for all work up to its
power. It is known as the trouble
motor; CHEAP, STRONG and
EASY TO WORK. Low tension
ignition.

K. A. MASSEY, W. S. HATFIELD.

Belfast Hongkong Marine Engineering, Ltd.

THE HONGKONG, CANTON & MACAO
STEAMBOAT CO., LTD.

EXCURSION TO MACAO.

ON SUNDAY, THE 7TH AUGUST.

The Company's Steamship 'HEUNGSHAN'
will depart from the COMPANY'S CANTON STEAMERS WHARF at 5 A.M.
Departure from Macao at 3 p.m.

FARES AS USUAL.

By kind permission of Colonel Prior and Officers the Band of the 13th Rajput
under Bandmaster Coke will play during the trip.

N.B.—There will be no morning steamer from Macao or afternoon steamer from
Hongkong on the above date.

J. ARNOLD, Acting Secretary.

Hongkong, July 25, 1910.

DIAMONDS AND GEM-SET JEWELLERY

Rings, Brooches Ear-rings, Pins, Pendants, Hair-combs,
Charms, Chains, Links, &c.

Jade Stone and Chinese Made Gold Jewellery.
GOLD & SILVER WATCHES, CLOCKS, OPTICAL GOODS.

Repairs of Watches and Jewellery effected by experienced European.

J. ULLMANN & CO.

34, Queen's Road Central Opposite General Post Office.

SINGON & CO.

IRON, STEEL, METAL and HARD
WARE MERCHANTS. Wholesale
and Retail Ironmongers Pig Iron and
Foundry Coke Importers. General Store-
keepers and Shipchandeliers. Nos. 35 and
37, HING LOOKE STREET, (2nd Street, west
of Central Market) Telephone No. 516.

Hongkong, September 4, 1909. 1124

NIGHT STEAMER TO
CANTON.

NEW TWIN SCREW STEAMER.

S.S. SAN CHEUNG

Fitted throughout with Electric Light
and Fan, supplied in all cabins.
Captain J. McJannet.

LEAVES Hongkong for Canton at 9 P.M.

SUNDAY, TUESDAY & THURSDAY.

Leaves Canton for Hongkong at 5.30 P.M. on

MONDAY, WEDNESDAY & FRIDAY.

Fare, 1st Class, \$2.00 single passage.

Meals.....\$1 each.

Berthage passage must be paid for.

CHONG ON STEAMBOAT CO., LTD.

No. 235, Des Voeux Road Central.

Hongkong, November 15, 1908. 145

E. C. WILKS,
M. I. MECH. E.

CONSULTING ENGINEER
SURVEYOR & VALUER

OF ALL CLASSES

MACHINERY & EFFECTS.

ALEXANDRA BUILDINGS.

(2nd Floor), HONGKONG.

Office Tel. 195. Residence K20.

Tel. Ad. 195. WICKERWORK, HONGKONG.

Concealed: A.B.C. 5th E.H.U. A.T. &

Western Union.

Hongkong, July 30, 1910. 554

GRAND CARLTON HOTEL.

FIRST-CLASS IN EVERY RESPECT.

HOT AND COLD WATER.

Renowned Cooking. Central for all Theatres, Chief Places of Interest and Fashionable

Shopping District.

MODERATE INCLUSIVE CHARGES.

O. K. OWEN, Proprietor.

Business Notices.

THE
EASTERN ASBESTOS CO.

ASBESTOS GOODS OF ALL KINDS.

Packings and Jointing for All Purposes.
LUBRICANTS, PAINTS, OILS & VARNISHES.

TELEPHONE No. 501.

OFFICE & SHOWROOM:
4, Queen's Building,
CHATER ROAD.

LANE, CRAWFORD & CO.

TELEPHONE 97.

LADIES DEPARTMENT

SPECIAL VALUE IN

TRIMMED MILLINERY

MUSLIN DRESSES, LINEN ROBES,
BLOUSES AND SHIRTS.

NEW STOCK OF

BATHING DRESSES, BATHING CAPS.

LANE, CRAWFORD & CO.

GUARANTEED ABSOLUTELY PURE

O. B.
BEER

IS MADE FROM BEST OBTAINABLE MATERIALS AND BY MOST

SCIENTIFIC METHODS.

Price \$12.00 . . . Per Case.

THE BEST AND MOST WHOLESOME TONIC IS

BOCK BEER

TAKEN WITH YOUR MEALS.

\$14.00 . . . Per Case.

From your dealer, or from the
ORIENTAL BREWERY, LTD.
Depot 55-57, Des Voeux Road.

PRICKLY HEAT LOTION AND
POWDER

SAFE REMEDIES FOR ALLAYING THE IRRITATION.

SUN GLASSES.

HOUSEHOLD AMMONIA

FOR THE BATH AND ALL TOILET PURPOSES.

NESTOR SANITARY FLUID

A RELIABLE DISINFECTANT.

One Pint Tins 50 cents. One Gallon Tins \$2.00.

VICTORIA DISPENSARY.

ASTOR HOUSE HOTEL

(LATE CORNAUGHT HOTEL).

QUEEN'S ROAD CENTRAL.

CENTRALLY situated, up-to-date Hotel. Recently renovated and under entirely
New Management. Large and Comfortable Rooms, Excellent Cuisine, under the
superintendence of an experienced French Chef.

PARTICULARS AND RATES on application to MANAGER.

G. GARNER, Proprietor.

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Business Notices.

GREEN ISLAND CEMENT CO., LD

PORTLAND CEMENT

In Casks of 375 lbs. net, \$5.50 per Cask, ex Factory.

In Bags of 250 lbs. net, \$3.45 per Bag, ex Factory.

Shewan, Tomes & Co.,

GENERAL MANAGERS.

FAIRALL & CO.

LADIES' OUTFITTERS.

GENERAL DRAPERS.

NEW ASSORTMENT OF

DRESS LINENS AND EMBROIDERIES.

TELEPHONE 644. 7 & 9, PEDDER STREET.

MASSEY'S COMMERCIAL MAP AND
DIRECTORY

With Classified List, Cable Addresses, Telephone
Numbers and List of Residents.
A Guide to Firms and Agencies.

To ensure correct insertion Residents in Hongkong and Kowloon
are requested to send in Name, Address and Telephone Number.

Mr. Reginald Haywood is authorised to accept contracts for the above publication.

Hongkong, June 13, 1910. 7-1

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Intimations. **J. T. SHAW,** Tailor & Outfitter.



Hongkong, November 1, 1909. 1361

SHAKESPEARE RECITAL.
BY
MARSHALL DARRACH.
THE PEAK HOTEL,
Only appearance in Hongkong,
T-NIGHT, August 2nd, at 9.15 P.M.
THE MERCHANT OF VENICE.
The Recital will be given under the distinguished patronage of
H. E. SMITH and LADY MAY.
Booking at MOUTRIE'S.
Hongkong, July 29, 1910. 929

THE BIRD IN THE HAND
(A BIRD IN THE HAND IS WORTH TWO IN THE BUSH).
"THE bird in the hand" to the merchant is the customer within the store. It requires some sort of attraction in the first place to get the customer there—about the best attraction is a real live advertisement something good that will catch the eye that has been carefully written, artistically compiled and strikingly set up. Advertisements in the China Mail and Overseas China Mail read the best look the best and give the best results.
Hongkong, April 12, 1910. 484

JAPANESE MAKERS.
EVERY KIND OF
Footwear
MADE TO ORDER.
CHERRY & CO.,
35, WELLINGTON STREET.
Hongkong, May 5, 1910. 578

WING ON CO.,
TAILORS AND OUTFITTERS,
HAVE JUST RECEIVED NEW SHIPMENTS OF
Drapery, Grocery, Ironmongery, Crockery, Glass and China Ware,
Furniture, Watches & Clocks.
The Cheapness and quality of their Goods have no equal.
209-213, DES VŒUX ROAD CENTRAL,
107, CONNAUGHT ROAD CENTRAL,
(Trans side the Door).
Telephone 189.
Hongkong, June 18, 1910. 772

HUGHES and HOUGH, AUCTIONEERS AND COMMISSION AGENTS.

PUBLIC AUCTION.
THE Undersigned have received instructions to Sell by Public Auction, on
TUESDAY and WEDNESDAY,
the 16th and 17th August, 1910, at 10 A.M. each day, at H. M. NAVAL ESTABLISHMENT—
SUNDRY OLD and SURPLUS NAVAL and VICTUALLING STORES.
Comprising—
OLD and SURPLUS NAVAL STORES:
Chain, Wood Blocks, Hoses, Tools, Old Iron and Metal, Old Machinery, Electric Cables and Gear, Wood Boxes, Leather, Coal Sacks, Old India Rubber, Old Boats, Furniture, Carpets, Surgical Instruments, Cordage, Paperstuffs, &c., &c.
OLD and SURPLUS VICTUALLING STORES:
Provisions, Seamen's Clothing, Blankets, Mess Traps, Implements, Staves, and a quantity of Electro-plated Articles, &c., &c.
Catalogues will be issued.
Lots will be on View on afternoon of August 15th.
Terms of Sale:—As Customary.
HUGHES & HOUGH,
Government Auctioneers.
Hongkong, August 2, 1910. 949

For Sale.

FOR SALE

VALUABLE PROPERTY on the middle avenue (Parker Avenue) British Concession, Chancery, Canton. Present occupant's lease runs to end of 1910, and he would like to renew it if the purchaser does not want to occupy it.
Particulars upon application.
Address: "S. R. E."
Care of "CHINA MAIL" Office.
Hongkong, August 1, 1910. 942

FOR SALE.

ONE FULL SIZE

Burroughs and Watts
BILLIARD TABLE

WITH ACCESSORIES.

Apply to
GEO. P. LAMMERT.
Hongkong, June 7, 1910. 724

FOR SALE.—AT THE PEAK.

THE REMAINING PORTION OF

RURAL BUILDING LOT No. 1.

THIS property consists of the two

EUROPEAN DWELLING HOUSES

known as Bilton and Brockhurst situated

on Mount Gough and having most delightful

views of Hongkong Harbour and out to

Sea, of a most excellent Building Site at

present used as a Tennis Ground and of

other Vacant Ground.

The owner is prepared to sell the whole

property or any portion.

For particulars apply to

DENNIS & BOWLEY,

Supreme Court.

Hongkong, July 25, 1910. 904

HANG TAI CO.,

No. 38, Praya East.

FOR SALE.

LARGE Stocks of AMERICAN PINE

CHINA PINE, TEAK, and various

other kinds of HARDWOOD, &c.

TIMBER YARD AT PRAYA EAST.

Inspection Solicited.

PRICES MOST REASONABLE.

CHU CHONG HEE,

Manager.

Hongkong, May 4, 1911. 581

THE TYPHOON

MAP.

MOUNTED ON CARDBOARD AND

TAPED FOR HANGING.

EVERYONE SHOULD HAVE IT.

Price Ten Cents.

From the "CHINA MAIL" Office.

Hongkong, June 28, 1910. 814

THE COMMERCIAL LAW AFFEC-

ING CHINESE.

With Special Reference to

PARTNERSHIP REGISTRATION

BANKRUPTCY LAWS IN

HONGKONG.

Kept from the China Mail.

1st date at the China Mail Office

at 5, Wyndham Street.

Price 20 Cents.

A LIVING MIRACLE. VENERABLE MINISTER AT JAFFA RELATES HIS EXPERIENCES WITH DR. WILLIAMS' PINK PILLS.

Among missionaries of all denominations in every part of the world Dr. Williams' Pink Pills for Pale People are held in high esteem, the reason being that they are so easily administered, and so reliable and promptly effective in the many maladies due to an unhealthy state of the blood and nerves.
In the course of some remarks on this subject not long ago the Reverend Father Dolpach, a well-known and widely revered missionary at Malakal, Jaffa, Ceylon, now in his 70th year, said, "I am a firm believer in Dr. Williams' Pink Pills," and he explained his reason for this faith as follows:—
"Among my parishioners there is a farmer named Anthony Pily, whose age is about sixty years. This man became a perfect wreck through fever
which injured his digestion, weakened his sight, and finally left him deaf and unable to walk—in fact crippled and useless.
"Dr. Williams' Pink Pills cured this man, and now he is a walking testimonial to their power, conducting his business and walking about like any other able-bodied person. He is the living miracle of this place, and his cure is known and talked about all round the country side.
"From my personal experience, too, I know that Dr. Williams' Pink Pills are an excellent medicine." continued the venerable Father. "For many years I was in a debilitated condition due to this
AFTER EFFECTS OF ERYSIPELAS.
Dr. Williams' Pink Pills acted as an excellent tonic in my case, and I am bound to say that since taking them I feel much stronger than I have been for many years. They have quite rejuvenated me. I have no objection to this statement being made public for the benefit of other people who may be suffering from debility or weakness of any description."
To the aged, just as much as to the young and middle age, Dr. Williams' Pink Pills give new, energizing, health-restoring blood; that is why they cured Anthony Pily and imparted to Father Dolpach that strength of which he was so badly in need.

FOR MALARIA
they are without equal, and their reputation as a remedy for all malarial affections, fever, impure blood or disordered nerves is world wide, the cures recorded including almost countless cases of Anemia, Debility, Indigestion, Liver Complaint, Rheumatism, Scalds, Fatigues, Eruptions, Etc., Etc., Etc., and particularly the special ailments of ladies. Sold by dealers generally, also obtainable direct from The Dr. Williams' Medicine Co., 84 Sechen Road, Shanghai, 1 bottle for \$1.50; 6 bottles for \$8.00 post free.

Hotels

KING EDWARD HOTEL

HIGH-CLASS HOTEL.

LADIES AFTERNOON TEA ROOMS.

Private Bar and Billiard Room.

Hot and Cold Water throughout.

Electrically Lighted.

Electric Passenger Elevator to each Floor.

Table D'Hotel at Separate Tables.

Tele. Address: "VICTORIA," Hongkong.

For Terms, etc., apply to the

MANAGER.

Hongkong, October 2, 1909. 1284

VICTORIA HOTEL

SHAMKIN, CANTON.

Manager: Mr. H. HAYES.

Telegraphic Address: "Victoria," Shamkine.

Situated on the British

Concession.

MACAO HOTEL,

MACAO.

Telegraphic Address: "Macao,"

Situated in the Centre of the

City.

Both Hotels electrically lighted and under

experienced European Supervision.

GUIDES and CHAMBERLAINS.

Every information and special attention

to Tourists. Reasonable Rates.

WM. FARMER, Proprietor.

Macao, May 13, 1909. 720

BRASSIDE

PRIVATE HOTEL.

STANDING in its own grounds with

lawn and Cricket Lawns, Large

Alley and Well Furnished Rooms. Every

room comfortable. Fine View of the Harbour.

Telephone No. 690.

Apply to Mrs. F. W. WATTS,

"Brasside," 20, Macdonnell Road.

Hongkong, September 2, 1908. 1214

KINGSCLERE

PRIVATE HOTEL.

APPROACHED from Kennedy Road

and Macdonnell Road.

Tel. No. 134. Tele. Address: "KINGSCLERE."

Electric light, hot and cold water through-

out. Billiards, tennis, croquet, putting,

and fine stabling for horses.

Proprietress, Mrs. F. SAUNDERS.

Hongkong, September 1, 1908. 1208

J. EYRES' FLUID

SOLE AGENTS

W. G. HUMPHREYS & CO.,

SALE BUILDINGS.

Hongkong, May 18, 1906. 1014

Limited, was held in London, Mr. Alexander Thomson presiding. Mr. Thomson said in the course of his observations:—With the closing of the accounts for December 31st, the company passes from the purely development state into that of a dividend earning undertaking. For the current year a crop of 45,000 lbs. is estimated, and there appears every probability that this quantity will be secured. The present position is that our subscribed capital is £50,000, apart from £15,000 at credit of share premium account. Arrangements are well in hand for opening up about 500 acres, and it is hoped to have 500 acres planted by the end of the year. We fully expect to see the capital cost of maturity brought down to £37 per cultivated acre. The amount of rubber harvested last year exceeded expectations, and with a severe tax on the temporary arrangements for manufacture, I am glad to say that our latest advice indicates that the new factory and machinery were all but completed, and I anticipate that by this time everything is in full working order. The reports we receive as to the condition and character of the estate are eminently satisfactory, and I think the shareholders may rest assured that they possess a really sound and first-class property. Our difficulties in the past—and there have at times been difficulties which have caused us much anxiety—have been occasioned by ill health of the labour force, and also of the European staff. The conditions in this respect have much improved as a result primarily of more healthy sites having been selected for the erection of new lines for the coolies, and our latest advice in regard to the supply of labour and health of the force are quite satisfactory.

NO COMMERCIAL VALUE ATTACHING TO

SYNTHETIC RUBBER.

The India Rubber Journal of July 11

prints an article dealing with a procession

of Synthetic Rubbers in which the writer

remarks that during the past month or two

there have been announced, not without

blare of trumpets, a series of synthetic

rubbers of differing parentage. The first

has behind it the distinguished name of

Prof. Harries, of Kiel. The basis is isoprene, and the objections to that hydrocarbon on the score of its high cost and loss

in weight on condensation into caoutchouc, are well known. Moreover, there is little

that is new in the announcement that

synthetic rubber has been obtained from

this source. This was known at least

twenty years ago, and has received ample

confirmation since.

Rumour has also been busy spreading

the statement that the Farbenfabriken

vermische Fr. Bayer and Gesellschaft, of

Elberfeld, are about to commence the

manufacture of synthetic rubber on an

industrial scale. This concern says to Dr.

Harries last November some samples, said

to be of synthetic rubber, obtained from

isoprene (again) by a process invented by

Dr. Harries, with the request to state

whether rubber was actually present. This

Dr. Harries was able to confirm. As

regards the commercial production of this

rubber, it is stated that only a scientific

synthesis had been made without con-

sideration of the cost price. Industrial

production of the rubber was out of the

question, at least for the present.

Another of the substances was heralded

the other day by a telegram from Liver-

pool to the Financial Times. The cost of

production in this case is put at 1s. per lb.,

and the formation of a company with a

capital of £250,000 is hinted at. The

process is in the hands of the Artificial

Rubber Syndicate, of South John Street,

Liverpool. No further particulars are

available at present, and comment is in

consequence impossible.

We have the formation of the Research

Syndicate, Ltd. No information is given

in this case with regard to the basis upon

which the syndicate is working, but from

enquiries we have made, we learn that it

is again isoprene, but that other sources

will not be ignored. The syndicate is,

as indicated in the title, a research syn-

dicate pure and simple (though with a de-

finite object).

Reiteration is said by some (such as the

advertising fraternity) to be peculiarly

convincing; by others to create mild wonder

and finally to undermine belief. In any

case our views on the subject of commercial

synthetic rubber are well enough known

not to need it.

It may, however, be interesting to our

readers to know that the highest authority

on the subject assured us the other day that

GEO. P. LAMMERT AUCTIONEER

PUBLIC AUCTIONS.

THE Undersigned has received instructions to sell by Public Auction on

SATURDAY,

the 6th August, 1910, commencing at 11 A.M., at No. 1, Quarry Point, Quarry Bay.

A QUANTITY OF

VALUABLE HOUSEHOLD

FURNITURE

(Particulars from Catalogue)

Also

One Cottage Piano by "The Robinson

Place Coy."

Terms:—Cash on delivery.

On view from Friday, the 5th August, 1910.

GEO. P. LAMMERT,

Auctioneer.

MILNERS' PATENT

FIRE-RESISTING

SAFES

As supplied to the principal

banks and mercantile

houses.

NOTICE.

TRANSLATE your LETTERS, COM-

MERIAL PAPERS, DISCUSSIONS,

etc., etc. in English, German, French,

Italian, Spanish, Portuguese, Latin, Chinese,

Japanese, Malay and Indian. Copies,

Typewritings, Stenography, all kinds of

CHAMPAGNE.

De St. MARCEAUX & CO.,
REIMS.VINTAGES 1900 & 1904,
VIN BRUT AND VERY DRY.

Price Per Case 1 dozen Quarts \$57. 2 dozen Pints \$59.

THE MOST POPULAR WINE IN ENGLAND
AND EUROPE.

CREME D'EPERNAY

A CHAMPAGNE OF FINE QUALITY.

Price Per Case 1 dozen Quarts.....\$33.00.
2 dozen Pints.....\$35.00.

A. S. Watson & Co., Ltd.

ALEXANDRA BUILDINGS.

NO HOME

IS COMPLETE

WITHOUT A VICTOR

\$10 PER MONTH

WILL PURCHASE ONE.

A STOCK OF

200 Machines

and

10,000 Records

TO SELECT FROM.

S. MOUTRIE & Co., Ltd.

Hongkong, April 15, 1907.

POWELL'S

Are introducing to their customers and
the general public, a new wood for
furniture construction known as

LIME WOOD

A heavy, close grained timber, eminently
suited to the climate and guaranteed
not to warp or crack.

FURNITURE

Made from this wood is especially free
from all classes of insect life, the
odor of the lime wood being
distasteful to all insects.We are exhibiting, in our show-window,
a collection of LIME WOOD

FURNITURE, showings complete.

DINING-ROOM SUITE

WITH CHINA CABINET
AND PEDESTALS.ILLUSTRATIONS AND QUOTATIONS
ON APPLICATION.

ALEXANDRA BUILDINGS.

'EMPIRE'

CINEMATOGRAF THEATRE,

PREMIER HALL OF THE COLONY.

221 VICTORIA ROAD CENTRAL
Opposite Central Market.Performances—7.15 to 9 and
9.15 to 11.30 P.M.

Appearance of MISS EYA HUGHES.

The eminent Soprano and Dancer

MISS MAGGIE FRASER.

The Infatigable Actor

LITTLE PERCY.

GRAND SUCCESS

of the Queen of the Banjo

MISS LAURA DIAMOND.

GRAND MATINEES:

MATINEES and SUNDAYS at 2 P.M.
at REDUCED PRICES.

Li-Jing, Lau Chai-pak and Chai Kai-meng, at an annual rental of \$1,183,300. This means a loss to the revenue of \$235,860 during 1910 and of \$270,660 during each of the years 1911 and 1912. The restrictions on the consumption of opium both inside and outside the Colony are as follows—

(1) The smoking of opium is restricted in Hongkong primarily by the existence of a monopoly, under which the sole right of preparing opium for smoking and of selling the prepared drug is vested in a Monopolist who is thus enabled to charge a very high price for the drug. The selling price of prepared opium and dress opium is \$4.50 and \$2.00 respectively per Chinese ounce (—11 oz.). The Monopolist alone can import prepared opium.

(2) Opium dens (or opium dens as they are called by some) have been closed, as explained in the preceding paragraph. Heavy penalties are imposed for the illicit opening of a den. Persons found smoking in a den are liable to fine and persons found in, or escaping from, a den are under the law presumed to have been smoking therein.

(3) Penalties are imposed on any person who administers any injection or furnishes morphine to any other person except under prescription from a qualified medical practitioner.

(4) The importation for sale or use within the Colony, the preparation, manufacture and sale of morphine and compounds of opium are restricted by licence. Licences are restricted to a few Chemists and Druggists of good repute who have to pay a royalty to the Monopolist referred to in (1) of ten dollars per ton of morphine and four dollars per ton of compound of opium other than morphine. The price is thereby enhanced. Under the conditions of these licences morphine and compounds of opium may not be sold to the general public in quantities less than of the value of 20 cents. The vendor must supply the purchaser at the time of sale with a counterfeit certificate.

The possession of morphine and compounds of opium without such certificate is illegal, and in quantities exceeding 12 official doses whether covered by certificate or not is illegal.

Supervision of the trade in these drugs is ensured by the compulsory keeping of books by the licensees which are open to inspection.

Opium, morphine and compounds of opium are declared to be poisons under the Pharmacy Ordinance. Under the provisions of that Ordinance the seller must mark in English and Chinese the bottle or other package containing any such article with the name of the article, the word poison and the name and address of the seller. In addition under the conditions of the licence above referred to, medicines purporting to be for the cure or relief of the opium habit, or to be substitutes for opium smoking or taking, or for the morphine habit, and themselves containing opium, morphine or any compound of opium must bear a label in Chinese writing for the information of the purchaser.

The import, for purposes of export of morphine and compounds of opium is regulated by licence under conditions for storage in a bonded warehouse and for the keeping of books, whereby the trade is supervised.

The export of prepared opium or dress opium by any person (including the Monopolist of the preparation and sale of prepared opium) to China, French Indo-China or any country which prohibits the import of prepared opium or dress opium is illegal.

The export of prepared opium and dress opium to countries to which it is lawful to export them, is only allowed under permit.

Similarly the export of morphine and compounds of opium to countries which prohibit their import, is illegal. Stringent regulations are in force for regulating the trade in cocaine, its derivatives and compounds with a view to prevent their use as substitutes for opium.

In order to replace the revenue lost on opium a law was passed on the 17th of last September imposing duties on intoxicating liquors consumed in the Colony and in this connection the Imports and Exports Office was re-organized. Lieut. Beckwith, B.A., the Assistant Harbour Master, being appointed Superintendent. By the close of the year a sum of \$101,844.20 had been realized from the new liquor duties.

Impartial readers will see how great has been the sacrifice which Hongkong has made in loyalty carrying out the policy of the Home authorities, and how slight is the compensation of \$2,000 which the Imperial Parliament has awarded us in the present Budget. We hope that the point will not be lost sight of in London when this perennial question comes up again as a burning issue. For surely we deserve some credit for what we have done as well as for what we have suffered.

At the Hippodrome in London a sensational turn is now being given. When the lights are lowered, a gigantic eagle, painted a luminous white, floats out from the stage into the auditorium, bearing in its claws a young girl, who sings as she is carried through the air. Suddenly, in mid-air, the eagle and the girl vanish, just as mysteriously as they appear; and at the same moment the lights are switched on again. It is a turn about which there will be many guesses; and an assurance is offered that supporting wires play no part in the performance.

NEWS OF THE DAY.

The "Flying" week at Southport, England, opens to-morrow.

The French Mail, of the 5th July was delivered in London on the 4th August.

The death took place on July 7, of Mr William James Rolfe, the American author, at the age of 83.

Some interesting "Rubber Notes" will be found on pages 2 and 3 of this issue.

A robbery of thirty sheets of copper, value \$90, has been committed at the Naval Yard.

It is estimated that one-fifth of the French crops have been destroyed by the recent storms.

In the race for the Wingfield sculls, Kinneir, Kensington, defeated Bourne, Oxford, by eight lengths.

Mr J. C. Carlisle, Secretary of the Treasury under President Cleveland, has died at an advanced age.

Sir Christopher Furness, one of the new Peers, will probably take the title of Baron Furness of Hartlepool.

Up to the end of 1909 the Viceroy of Wuchang had repaid 244,000 of the £1,100,000 loan raised by Hongkong for the Kowloon-Canton railway.

A number of well known local residents left for Japan by the Miyazaki Maru to-day, as will be seen on referring to her passenger list on the back page.

Mr Marshall Darrach is assured of a full house at his Shakespearean recital at the Peak Hotel this evening. The affair is under the patronage of Sir Henry and Lady May.

The military contribution paid by Hongkong in 1909 towards the cost of the maintenance of the military forces in the Colony, including barrack services and defence works, was \$1,226,441.

"Have you got a date for this case?" Mr. P. W. Golding asked Mr Justice Hazland at the Supreme Court this morning, adding "my client is anxious to get back to South Africa or somewhere." The case was fixed for Wednesday.

Japan papers learn that Miss George Corless, a very warm favourite in the Far East, has left England to join the Warwick Major Comedy Company. This company plans to be in Japan in the autumn, so Hongkong may see them en route.

The two new West-steamers, Lucerne and Ontario, of about 11,000 tons, fitted with luxurious passenger accommodation and wireless telegraph apparatus, are expected to leave the Clyde shortly for the Orient to engage in the trans-Pacific trade for the West Company.

The manufacture of timed goods in Hongkong and parts of the neighbouring province of Kwangtung, has acquired considerable dimensions. The products of the factories are consumed locally and exported to other parts of China and to countries where there is a Chinese population.

Last February an English actress named Belle Elmore disappeared from her home in London. A month ago her remains were found buried in the basement of the house in which she lived with an American dentist, who disappeared from London recently. News now comes from Washington that this man has been arrested in the United States.

In a lonely lighthouse on a jutting ledge of rock on the coast of Rhode Island Ida Lewis is rounding out fifty-three years of Government service. Although sixty-five years of age, she is still untiring, daintily, and brave, and in the face of gale and storm she has succeeded in saving no fewer than twenty-three lives. She is a pensioner of the Carnegie her fund, holds the Government first-class medal for bravery and the American cross of honour. Miss Lewis was made assistant-keeper of the Lighthouse light by Congress in 1870, and succeeded her mother in 1887 as keeper. Her father was also keeper at the time of his death in 1872. The United States awarded her a grand medal in gold for saving two men off the light in a terrible storm on February 4, 1881.

Forty-six Ordinances were passed by the Hongkong Legislative Council during 1909. This number has only once been exceeded in the history of the Colony, namely in 1902, when 47 Ordinances were passed. But of the 1909 Ordinances no less than ten were for the naturalization of certain persons, a matter which under the Ordinance relating to the Naturalization of Aliens (No. 44 of 1902) no longer requires legislation in each case. Thirty-two of the 1909 Ordinances were Amendment Ordinances. The laws relating to opium were consolidated (No. 23), and the law as to trade marks was revised (No. 40). Ordinances were also passed to regulate the construction and management of railways (No. 21); to authorize the construction and maintenance of a harbour of refuge; the necessity for which was demonstrated by the disastrous typhoon of 1908 at Mong-kok-tai, in Kowloon (No. 39); to provide for the periodical inspection of steam boilers and prime movers (No. 32); and to provide for the collection of duties upon intoxicating liquors (No. 27).

SOCIAL AND PERSONAL.

Captain Chales, aide-de-camp to the Maharajah of Kapurthala, made a flight with Mr Graham White at Bonmouth. He is the first Indian who has done so.

In his report to the Earl of Chiew upon the finances, public works and institutions, etc., of Hongkong for the year 1909, by Sir Henry May, the Officer Administering the Government, the following paragraph occurs:—"On the 21st of April Mr George Murray Bain, who has been applied called the doyen of the Press in the Far East, passed away after some months of precarious health. Mr Murray Bain came to the Colony in 1884 as sub-editor of the China Mail. In 1872 he became proprietor of the paper with which he was successfully and honourably identified up to the time of his death."

MR ELDON POTTER ON MONEY LENDING.

At the Supreme Court this morning, before the Chief Justice, Sir Francis Pigott, the case in which Li Sau alias Li Kai alias Li Nam Shau sued Ma Yu Sau to recover \$3,822.68, in that the defendant maliciously and without reasonable and probable cause preferred a charge of forgery and other charges against plaintiff whereby he was sent for trial by a police magistrate, and imprisoned and subsequently proceeded at the Criminal Sessions where he was discharged, was continued.

Mr M. W. Slade, K.C., instructed by Mr W. E. L. Shenton appeared for plaintiff and Mr Eldon Potter defended, instructed by Mr H. L. Donny, Sr.

The special jury was composed of Messrs E. Ormiston, foreman, L. E. Leefe, J. Barton, A. W. A. Becker, F. Mailand, J. W. Bolles and W. Logan.

His Lordship indicated that, he wished the case to finish as early as possible, so that he would begin to sum up about 3 P.M. Mr Potter—I hope to finish, my lord, but I cannot leave anything unsaid which is in the interest of my client.

Mr Potter dealing with Mr Slade's remarks about money lenders said he protested against the suggestion of foul play without any particle of evidence. Any man who properly prosecuted under such circumstances would be open to such suggestions. Defendant was a man who had been twelve years in America. He had worked hard and made a certain amount of money and had come back. He admitted was a contractor. He was not a money lender and never had been and in the whole course of his life he had only advanced two loans on mortgage. Every man who advanced his money in that way in the Colony would be called a money lender and a bloodsucker if defendant was. It was not customary in a court of law to attack a man in that way unless there was evidence to prove it and in that case there was no evidence to prove such to be the case. Four times defendant had been cross-examined in the witness box with regard to that transaction and to-day would be the fifth. Was it any wonder therefore that he should be heartily sick of it and make one slip and say he had often lent money. On all other occasions he had been consistent and had said he had only lent money twice. Because he had made two advances he was branded as a money lender and a liar.

His Lordship said he understood the point Mr Slade had made was about the 14th instance. Mr Potter, I understand that is the general rate in Hongkong. It goes further than that: Mr Slade used the strongest adjectives he possibly could in a court of law, and plaintiff relied on the evidence furnished by defendant.

The jury returned a verdict in favour of plaintiff and assessed the general damages at \$1,000.

His Lordship sentenced defendant to three months' imprisonment without hard labour for perjury during the case.

AGREESOME SIGHT.

From the deck of the s.s. Derwent this morning the dead body of a Chinaman was seen floating with the tide towards Green Island.

Our informant describes the sight as very gruesome and suggests that the man must first have been stabbed and then thrown into the water as the entails were protruding. Sampsan in the vicinity cleared out of the way of the floating corpse. Unfortunately no police launch could be seen otherwise the captain of the steamer would have hoisted a signal.

ITEMS AT THE COURTS.

A sentence of six months' imprisonment and four hours' stocks was imposed by Mr J. R. Wood at the Magistrate's today on a native for stealing eleven lengths of steel joists belonging to Mr Lysaght.

Mr E. F. Daly, through Mr P. W. Golding, at the Supreme Court this morning, before Mr Justice Hazland, contended for judgment in the case in which he was sued by S. Moutrie and Co., Ltd., to recover \$185 for goods supplied and the hire of a piano and gramophone. A stay of execution was granted pending the hearing of a case in original jurisdiction.

LLOYD'S REGISTER SHIP-BUILDING RETURNS.

From the returns compiled by Lloyd's Register of Shipping, it appears that, excluding warships, there were 384 vessels of 1,118,587 tons gross under construction in the United Kingdom at the close of the quarter ended 30th June.

The tonnage now under construction is about 61,000 tons more than that which was in hand at the end of last quarter, and exceeds by nearly 373,000 tons the total building twelve months ago. The figures of the warship tonnage now being built (373,625 tons displacement) are the largest reported since June, 1901. Of the vessels under construction in the United Kingdom at the end of June, 319 of 751,438 tons are under the supervision of the surveyors of Lloyd's Register with a view to classification. The total building at the present time under the supervision of Lloyd's Register is, then, 382 vessels of 341,653 tons.

[Continued.]

THE LIBERIAN LOAN.

SHARED BY THE POWERS.

(Reuter's Service to the China Mail.)
London, August 5.

The Liberian loan will be shared equally by the United States, the British, French and German bankers. It will be guaranteed by the Customs.

CHINESE DIPLOMATS IN BERLIN.

(Reuter's Service to the China Mail.)
London, August 5.

Reuter's Berlin correspondent says that the Kaiser has had farewell audience with the Chinese Minister, H. E. Ying Chang.

The new Minister, H. E. Liang Cheng has presented his credentials.

TUKEY'S NEW NAVY.

GERMANY AND ENGLAND SHARE ORDERS.

(Reuter's Service to the China Mail.)
London, August 5.

Besides ordering a new battleship from the Armstrong Company, Turkey is purchasing not two but four German battleships of the Brandenburg class. This apparently will offset the delivery shortly of the new Greek cruiser.

DEATH OF PROMINENT JAPANESE.

(Reuter's Service to the China Mail.)
London, August 5.

The Times announces the death in London of Viscount Inouye Tsuyoshi.

[Note—Viscount Inouye Tsuyoshi, who was born in Choshu in 1843, was for many years the Director-General of Railways in Japan. He lost a great part of his fortune through the failure of the Oriental Banking Corporation in 1893, and thereafter had to interest himself in industrial affairs, principally railways.—K.P. C.M.]

JUDICIAL APPOINTMENTS.

(Reuter's Service to the China Mail.)
London, August 4.

Mr Horace Avery, K.C., Recorder of Kingston-on-Thames, and Mr Thomas G. Hordidge, K.C., have been appointed Judges of the King's Bench.

THE TIBETAN QUESTION.

GENERAL YOUNGHUSBAND CRITICISES CHINA'S ACTION.

(Reuter's Service to the China Mail.)
London, August 4.

Sir Francis Younghusband, in an article in The Times on the British action in Tibet, says the results of the Lhasa Mission are being gradually thrown away. The Chinese, with steady persistency, have insinuated themselves once more between us and the Tibetans. Experience has shown that the Chinese are bent on pursuing, and inciting Tibetans to pursue, a policy inimical to their Indian neighbours.

CHAMBERLAIN'S COLIC, CHOLERA AND DIARRHOEA REMEDY.

THERE is probably no medicine made that is relied upon with more implicit confidence than Chamberlain's Colic, Cholera and Diarrhoea Remedy. During the third of a century in which it has been in use, people have learned that it is the one remedy that never fails. For pain in the stomach, diarrhoea or infantile cholera, this remedy has no equal. It has been used in many serious and dangerous cases and has never been known to fail. When reduced with water and sweetened it is pleasant to take. For sale by all chemists and storekeepers.

WOLF'S AROMATIC SOHNAPPE—\$1.50 per case.
MADEWEN, FRICKEL & CO.
Hongkong, August 3, 1910. 262

THE OPIUM QUESTION.

BRITISH GOVERNMENT ASKS FOR PROOFS.

(Wah Tse Yat Po's Service.)
PEKING, August 4.

The British Charge d'Affaires has approached the Wai-wu-pu suggesting that China has not properly carried out her scheme of suppressing opium growing. The Wai-wu-pu in reply said that poppy growing in the interior had been decreased by 70%.

The British Minister asked for proofs, but the Wai-wu-pu could not give any.

THE BOARD OF WAR.

(Wah Tse Yat Po's Service.)
PEKING, August 4.

The Grand Councilors have sent a telegram to Yin Chang, lately Minister at Berlin, urging him to return to Peking to take up the presidency of the Board of War.

THE SUNGARI.

(Wah Tse Yat Po's Service.)
PEKING, August 4.

The Wai-wu-pu has settled the Sungari shipping dispute with Japan.

THE WRATH OF THE CENSORS.

(Wah Tse Yat Po's Service.)
PEKING, August 3.

The Censors have decided to jointly denounce the Viceroy of Canton for losing the "sovereignty" over Colowan in the piracy affair.

RESIGNATION OF VICE-ROY OF MANCHURIA.

(Wah Tse Yat Po's Service.)
PEKING, August 3.

H.E. Si Liang, Viceroy of Manchuria has sent in his resignation. Prince Ching, in answering the Prince Regent, suggested that Yuan Shi Kai or Tuan Fang should be appointed to the vacant post.

MIXED COURT FOR TIENTSIN.

(Wah Tse Yat Po's Service.)
PEKING, August 3.

The Consular body at Tientsin has urged the Viceroy of Chihli to quickly establish a Mixed Court there.

A BANKRUPT'S CASE.

The case of Chan Sai On came before the Chief Justice, Sir Francis Pigott, in the Bankruptcy Court this morning.

Mr G. H. Wakeman, Official Receiver, said that was on application for discharge. He understood that the case was put down for hearing on Thursday but his lordship was sitting in another case. He would therefore ask for an adjournment because the application having been advertised for yesterday he had not had time in which to give notice of the alteration of the date to the creditors. It was necessary that the creditors should have notice in order that they might have an opportunity of asking debtor questions.

His Lordship—I thought it was a discharge from prison.

Mr Wakeman—I applied on account of the date having been advertised in the Gazette.

Mr Wakeman—The public examination of debtor has not been closed and it is necessary that it be closed before his discharge.

The public examination was closed and the case was fixed for the next sitting of the Bankruptcy court.

COGNAC
Girard & Co.'s
FAMOUS
'LIQUEUR'
VIN 1852'
\$5.85 per bottle.

Girard & Co.'s
'Fine
Champagne
1900 (Vin)
\$2.20 per bottle.

Sole Agents,

H. Price & Co., Ltd.,

12, Queen's Road Central, Hongkong.

TELEPHONE No. 135.

Hongkong, July 25, 1910.

THE PORTUGUESE RIGHT TO COLOWAN.

Some Historical Data.

(From Our Own Correspondent.)

Macao, August 4.

I have pored with exquisite gusto over the "Story of the Past and Present of Colowan." I looked up my Webster and found that "story" spelled with "sh." Good old Webster had provided for contingencies. But what a ponderous rigmarole all to say that "China ought never to acknowledge Colowan as a Portuguese dependency." It is a thousand pities that when foreign journalists publish translations from vernacular pamphlets they do not deem it worth their while to lay their vast store of historical and up-to-date common sense knowledge under contribution, say, in the way of an editorial note, so as to obviate the misleading impression that they are themselves no better versed than the native authors of such ill-drawn effusions. We must confess to a sense of surprise and regret with just a touch of pity. Poor things! Among a host of weak tarradiddles which are not worth their ink in the way of the more telling points for the benefit of others besides those who have eyes and will not see, ears and will not hear; and thus prove the relative accuracy of the rest.

So then, these good folk have forgotten (if they even were aware of it) that in 1507 Portugal claimed by the title of good and all the redoubtable pirate chief Chan Si-Lau, for long years the terror and scourge of all the trading craft and well-to-do gentry in all the region between Chekiang and Kwangtung!

Bare those deluded beings never heard of Cam Pao Sui, Lam Kua Si and other notorious marauders who owed their extinction to Portuguese daring and activity? The feats of recent years I but lately alluded to, but they may be culled from the press files of the last three years, let alone the last encounter which the equanimity and spite of the untutored rabble have done their level best to belittle, arrogantly unconscious of the fact that one of their own naval experts was publicly heard to assert that ferreting out the ubiquitous pirate in his own domain would be a tough job and pregnant with risk with even a thousand men. Now, to say that H.E. the Governor was led by extraneous influences to expect the aid of the Suning kidnapping ally really tempts a smile. But where ignorance is bliss.

Then they speak of Colowan as a hotbed of pirates and a secure refuge of outlaws from Chinese retaliation, under Portuguese rule. Well, this is refreshingly novel. In the past opinion of those who have long been in close touch with the settlement at Colowan, the village folks have always been recognizedly honest and hard working. The retail dealer and other petty traders plied their avocations quietly and on the square. The fact that they turned up periodically to dispose of their hauls. Then a glance at the massive and elaborately hewn blocks will convince the most sceptical that the stone-cutters had enough to attend to in the quarries to dream of aught else. As we are not personally acquainted with highly respectable local merchants who had branch houses over the way? If the pirates hit upon the island for a stronghold, who was there to stay them? Should the skylanders choose to swoop to sweep themselves on the sky in some out-of-the-way spot, say at the rear of the populated area of Hongkong, why, there they would remain till the police scouted them out or till the Government be apprised of their secluded haunt. How then do these quidnuncs presume to affirm that the Macao Government was cognizant of the existence of these herds of the island and had always been most tolerant? If, for shame! History abundantly discloses such an impudently and events within the last few weeks have more than belied such an egregious imputation. Yet it would appear that the very worthies who know what were all along aware of it. Was it then too great a tax on their courtesy, or a default of public spirit, to have notified the Macao Government of their off? By the way, it is really amusing to read between the lines and discern how utterly impervious the writers appear to the possibility of their own mandarins being accused by even their shadowy ally of any notion of a bounden duty to enlighten fellowmen through their strophical craniums. All that these lordlings seem to see in the capture of a hard chased pirate would be the clean thousand or two which the lucrative business brings. Foreign evidently had a more high-minded aim. Though it would be puerile to aver that she acted purely from altruistic motives, she now guards the sacrifice of a few men, with no end of worry thrown in, at the satisfaction evoked by the rescue of a woman and 12 youths from under a cruel and cruel combination. Who would blame her if the fury of the elements forced her to relax her vigilance and thereby permitted many of the gang to make their escape? Has not Commodore W. himself extolled her well-merited endeavour to the skies?

We have lately to broach a topic which has lost none of its importance for being hackneyed.

"The Colonial Secretary of Macao often proceeds to Hongkong to apply for permits to export arms and ammunition to Macao. Annually from 30,000 to 40,000 rifles have been imported to Macao. To prove the accuracy of these figures reference can be made to the books of the Kowloon Godowns."

On 15th May 1908 an ordinance was gazetted prohibiting the import and export of arms and ammunition of war of whatever description in Macao, and all the authorities were strictly enjoined to enforce the mandate with the utmost rigour and to keep the sharpest eyes on any attempt at smuggling. We give the figures for the last few years, even prior to date of aforesaid ordinance, which speak for themselves.

Quantity stored Taken

In Government delivery at

Depot

1906 264 rifles 550

1907 1674 do. 1034

1908 166 do. 171

1909 9 do. 22

1910 nil do. nil

Only recently a European gentleman from Hongkong approached H.E. the Governor with a petition followed by a personal interview with a view to obtain permission to trade in arms. His Excellency absolutely failed to see his way to entertain the idea for the fraction of a second.

"In close, it is scarcely met by distorting facts and attempting to poison the public

mind that "a happy and peaceful termination of this vexatious question" can be brought about."

Among a certain enthusiastic clique Colowan still affords much food for small talk. The pirate trouble is apparently a thing of the past, for we now get wind of projected chalet, pleasure and bathing resorts besides other enterprising ideas which all tell that popular fancy has fastened on a hitherto neglected El Dorado. Needless to say H.E. the Governor is the mainstay of the new current of thought which has caught in the spirit of our leading factors. His Excellency has made several trips across within the past week and is keenly interested in the well-being of the population as well as in the work of reconstruction which is being carried out. They are also proceeding with sundry repairs to the administrative quarters. Here in Macao too, public buildings and barracks are to undergo a thorough overhaul. A vote of \$300 has been sanctioned towards the erection and fitting up of a small lighthouse to the South of the peninsula in juxtaposition to the Barra Fort.

PIRATE COMMITTEE SUICIDE.

A somewhat sensational sequel to the arrest of a Colowan pirate by Chief Detective Hanson on the 3rd inst. has occurred. Prisoner was remanded by Mr. E. R. Halliday and during the night he committed suicide by hanging himself by means of his queue. At the Magistrate's inquest was held when the jury returned a verdict of death by strangulation.

REVIEW.

Hawley's Systematic Telegraph Code, compiled by William H. Hawley. London. E. P. Dutton & Co., 42, Strand.

This is a thoroughly up-to-date figure code and is so arranged on the eight figure system, that it can be extended to hundreds of thousands of millions. One of its advantages is that it can be incorporated in the coding systems of any firm using cyphers having a range of nine or more figures. Glancing through the tables we find an excellent arrangement of headings and indexing. The work is simplicity itself and should prove invaluable to merchants marking their own private codes. It has the great advantage of avoiding mutilations, or where a word has been mutilated, being easily discoverable, and a considerable amount of care and intimate knowledge of modern methods of telegraphy is shown in its compilation.

REFORM OF THE RUSSIAN CALENDAR.

In the Russian Imperial Council a project has been submitted to modify the Calendar of that country. As is well known the Russian calendar is thirteen days in arrears of the Roman calendar. This difference gives place to lamentable confusion and complications, the commercial relations of Russia with the other nations being greatly prejudiced by this difference. The reform is urgently needed. However, the orthodox Churches of Constantinople, of Jerusalem, of Bucharest and Cettigne have pronounced against the reform. The Holy Synod followed on the protest that the change attacks the religion of the State.

Happily, the Imperial Council met, in the person of the Senator Andrejewski, a new Solomon. This able legislator has effectively decreed that henceforward the 21st or 13th of each month will consist only of 12 hours. At noon of the 13th will begin the 13th day. As this reform is not sufficient, there will be in November another day reduced to half. In this way Russia will reach the end of the year in accordance with the rest of Europe.

CHINA'S RAILWAY SQUABBLES.

It is innate in the Chinese character to squabble over money matters. It must not be forgotten that many of the better class of Chinese who deal with foreigners have default public spirit, so that they want to see the original character of the man to the mainland, and watch all classes there in the transaction of their business. This tendency is illustrated very markedly in the present squabbles that are going on between rival railway companies. At present there is much correspondence and much irritation between the Yuet-Han company, which has charge of the trunk line between Canton and Hankow, and the local company which built the line between Sanning and Kung Yit port. The building of the former is that already the building of a new line between Fatsan and Kungman and Sanyai has been promised to them. A previous Canton Viceroy, Chenung Yuchuen, petitioned the Board of Posts at Peking, and the necessary permission was granted. Such is the first line of defence. Then further it is pointed out that a line between these populous towns in the delta is almost necessary. If not absolutely so, in order to obtain dividends from the longer line, which will run through a less populous country. Therefore those who have put their money into the longer line are greatly worried in view of the fact that another company is trying to secure, and may get, the concession to build the shorter line. The Yuet-Han company is finding it difficult, and may find it impossible, to get the people who have taken shares to pay the calls made upon them. In a word, this Company has a definite programme. It does not want anything to do with the line between Kowloon and Canton, between Whampoa and Swatow, between Canton and Macao, and between Sanning and Kung Yit. Of these two are already built and the other two are projected. But all lines outside of these, this company desires to secure for itself, and so it is fighting with all its might lest any concession to others be made to build some of the shorter lines. It is perhaps impossible for foreigners to understand the full merits of the case. There are some things in the contention that if the Yuet-Han build the longer line through less populous districts they ought to have the right to construct the shorter lines which are almost certain to pay larger dividends; on the other hand, this company has spent so much time in useless agitation, and the progress made by it is so slow, that our sympathies are with the smaller and more vigorous company.

A TIME SAYER.

Keep Chamberlain's Pain Balm on hand. It is an anodyne liniment and cures wounds to heal in less time than by any other treatment. For sale by all chemists and druggists.

SCOTTISH LETTER.

(From Our Own Correspondent.)

DUNDEE, July 12.

RAHM-Powell AND BROTHERS.

UNIVERSITY.

At the Arts Graduation ceremony of Edinburgh University, the honorary degree of Doctor of Laws was conferred, among others, upon Chief Scout Lieutenant-General Sir Robert S. S. Baden-Powell, Lord Hugh Cecil, M.P., and the Emeritus Professor of Surgery, Mr. John Chalmers.

The Dean of the Faculty said that "B.P." had lived two thousand years ago, and performed in the service of the Roman Republic the deeds of prowess which he had done in the service of the British Crown, his admiring countrymen would have named him "Africanus." His was "The African" by virtue of his campaigns and exploits in Zululand, in Ashanti, and in Malakaland; he was the "African" by virtue, above all, of his stalwart defence of Mafeking, one of the proudest episodes in the annals of British warfare. He saluted him, also, "as the creator and Chancellor of the most extensive University in the world, a University which has the colleges in all the four corners of the globe, and whose picturesque alumni are to be reckoned by tens of thousands. I mean, of course, the organisation of Boy Scouts."

THE CASTLE OF DUNDEE.

The Scottish Courts are engaged in a "big case," the ownership of Dundee Castle. It is claimed by the Duke of Argyll, and the defender is Mr. Campbell of Dundee.

This Castle is one of the most interesting ruins in the Highlands. It was the scene of the imprisonment of Flora Macdonald for the part she played in the escape of Prince Charlie, and was the stronghold of the ancient Scottish Kings. Here was originally placed the famous "Lia Fail," or "Stone of Destiny," better known as "The Stone of Scone," on which were crowned the Kings of old. It is said to have been the pillow of the Patriarch Jacob when he had his strange dream at Bethel. It was removed to Scone in the reign of King Malcolm Canmore, and afterwards taken to London by Edward I. As it is well known, it now forms a part of the Coronation Chair of Edward the Confessor, in Westminster Abbey, on which our Sovereigns have been crowned for several centuries. Before the time of the Stuarts and Campbells, the Castle was the property of the ancient family of the Macdonalds of Lorne, now represented by Mr. Macdonald, of the Royal Army Medical Corps.

JAMES BRIDGEMAN.

The James Bridgeman, one can think of no other word, has been of extraordinary use, even for golfing Scotland. And we have not got over it yet. He is still the talk of the week. His five Championships, his Jubilee medal, his looks, his manner, the clothes he wears, the money he has, the table he has used to make when he was a joiner in Edinburgh, and the fishing rods and golfing clubs when he went into the Great Trossachs, his general imperturbability, and the fact that he once lost his temper and asked a man to stop talking, all these make him a man to be reckoned with. And there are specimens to be seen of his sons, the chance of his oldest boy succeeding him as Scotland's pride, the sort of memorial that will be erected to his memory, which will be a fitting monument to his life.

The "Great Big Golf Machine" is another. "The Champion of Champions" is a fourth. And "The Kibbick of Golf" is a fifth. But the one I like best is "The Big Dour Man from Elie." It was first employed by a London golfing journalist, and I have a shrewd idea that he is one and the same with a colleague who asked me to write a string of pearls in the various line descriptions of Brail would make it strong together. "The Master Golfer" is one. "The Great Big Golf Machine" is another. "The Champion of Champions" is a fourth. And "The Kibbick of Golf" is a fifth. But the one I like best is "The Big Dour Man from Elie." It was first employed by a London golfing journalist, and I have a shrewd idea that he is one and the same with a colleague who asked me to write a string of pearls in the various line descriptions of Brail would make it strong together. "The Master Golfer" is one. "The Great Big Golf Machine" is another. "The Champion of Champions" is a fourth. 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Shipping.

PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY.

WILL dispatch VESSELS to the Undermentioned PORTS on or about the DATES specified:—

DESTINATION	VESSEL	DATE	TIME	REMARKS
LONDON, via SUEZ	ASSAYE	Room, 8th	See Special of Call	Advertisement
SHANGHAI, MOJI, KOBE, AND YOKOHAMA	PERA	Aug. 11th	Freight only	
LONDON & ANTWERP	POONA	Aug. 14th	Freight only	
SHANGHAI	ARCADIA	Aug. 18th	Freight and Passage	

E. A. HEWITT, Superintendent.

CANADIAN PACIFIC RAILWAY CO'S. ROYAL MAIL STEAMSHIP LINE.

Between China, Japan and Europe, via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan) Kobe, Yokohama, Victoria, and Vancouver, B.C.

The only Line that maintains a Regular Schedule Service of 12 DAYS YOKOHAMA TO VANCOUVER.

SAVING 5 TO 7 DAYS' OCEAN TRAVEL.

Proposed sailings from Hongkong and Quebec.

From Hongkong	From Quebec
EMPEROR OF JAPAN, SATURDAY, 6th AUG.	ALLAN LINE, FRIDAY, 2nd SEPT.
EMPEROR OF CHINA, TUESDAY, 16th AUG.	EMPEROR OF BRITAIN, FRIDAY, 23rd SEPT.
EMPEROR OF INDIA, SATURDAY, 27th AUG.	ALLAN LINE, FRIDAY, 14th OCT.
EMPEROR OF JAPAN, SATURDAY, 8th OCT.	EMPEROR OF IRELAND, FRIDAY, 4th NOV.

Express Steamships leave Hongkong at 6.00 p.m. and 'Monteagle' at 12 Noon. Each Trans-Pacific Express connects at Vancouver with a Special Mail Express Train and at Quebec with Atlantic Mail Steamer as shown above. The 'Empress of Britain' and 'Empress of Ireland' are magnificent vessels of 14,000 tons, speed 20 knots, and are regarded as second to none on the Atlantic.

The 'Empress' steamers on the Pacific and the Atlantic are equipped with the latest wireless apparatus.

Passengers booked to all the principal points in Canada, the United States and Europe, also around the World.

HONGKONG TO LONDON, 1st Class, via Canadian Atlantic Port or New York (including Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct line) \$271.10.

Passengers for Europe have the option of going forward by any Trans-Atlantic Line either from Canadian Ports or from New York or Boston.

SPECIAL THROUGH RATES (First Class only) are granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services of China and Japan Governments. Full particulars of application from Agents.

Through Passengers are allowed 'Stop Over' privileges at the various points of interest on the route.

The M.S. 'MONTEAGLE' carries only 'One Class' of Saloon Passengers (termed Intermediate) the accommodation and commissariat being excellent in every way.

HONGKONG TO LONDON, Intermediate on Steamers and 1st Class on Canadian and American Railways, 2nd Class on Atlantic.

For further Information, Maps, Guide Books, Rates of Passage and Freight, apply to D. W. CHADDOCK, General Traffic Agent, Corner Pedder Street and Praya (opposite Blake Pier).

PORTLAND & ASIATIC S.S. CO.

OPERATING IN CONNECTION WITH THE OREGON RAILROAD & NAVIGATION CO. FOR PORTLAND, via MOJI, KOBE, YOKOHAMA, HAKODATE and SAN FRANCISCO.

WITH LIBERTY TO CALL AT HONOLULU & SAN FRANCISCO.

SHANGHAI, via SUEZ, CHRISTIAN SMITH, 6th August, at Noon.

FOR PORTLAND, via MOJI, KOBE & YOKOHAMA, HERCULES, 20th August, at Noon.

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to

FRED J. HALTON, Agent.

DOUGLAS STEAMSHIP CO., LD.

HONGKONG-SOUTH CHINA COAST PORTS.

HIGHEST-Class, fastest and most luxurious Steamers on the Coast, having splendid Accommodation for First-Class Passengers. Electric Light. Excellent Cuisine.

FOR SWATOW, AMOY & FOCHOW AND RETURN.

STEAMSHIP	CAPTAIN	LEAVING
HAIYAN	Capt. J. W. Evans	TUESDAY, 9th Aug., at 10 a.m.
HAIYANG	Capt. A. E. Hodgins	FRIDAY, 12th Aug., at 10 a.m.
HAIYING	Capt. W. C. Passmore	TUESDAY, 16th Aug., at 10 a.m.

FOR SWATOW AND RETURN.

HAIMUN, Capt. A. H. Stewart, SUNDAY, 7th Aug., at 10 a.m.

HAIMUN, Capt. A. H. Stewart, WEDNESDAY, 10th Aug., at 10 a.m.

Steamers will arrive at, and depart from the Company's Wharf (near Blake Pier).

During the Months of July, August and September, a Special Reduction of 20% on Fares to Fochow and Return will be Allowed.

For Freight and Passage, apply to

DOUGLAS, LAPRAIK & CO., General Managers.

Hongkong, June 23, 1910.

THE EASTERN & AUSTRALIAN MAIL SERVICE.

TO AUSTRALIA.

MAIL SCHEDULE.

(SUBJECT TO MODIFICATION.)

STEAMSHIP	ARRIVE HONGKONG FROM AUSTRALIA	LEAVE HONGKONG FOR AUSTRALIA
EMPIRE	Aug. 20th, at Noon.	Sept. 17th, at Noon.
EASTERN	Aug. 26th, at Noon.	Sept. 23rd, at Noon.
ALDENHAM	Aug. 26th, at Noon.	Sept. 23rd, at Noon.

THE above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. All State Rooms have Electric Fans. A fully qualified Doctor and Stewards are carried.

For further particulars, apply to

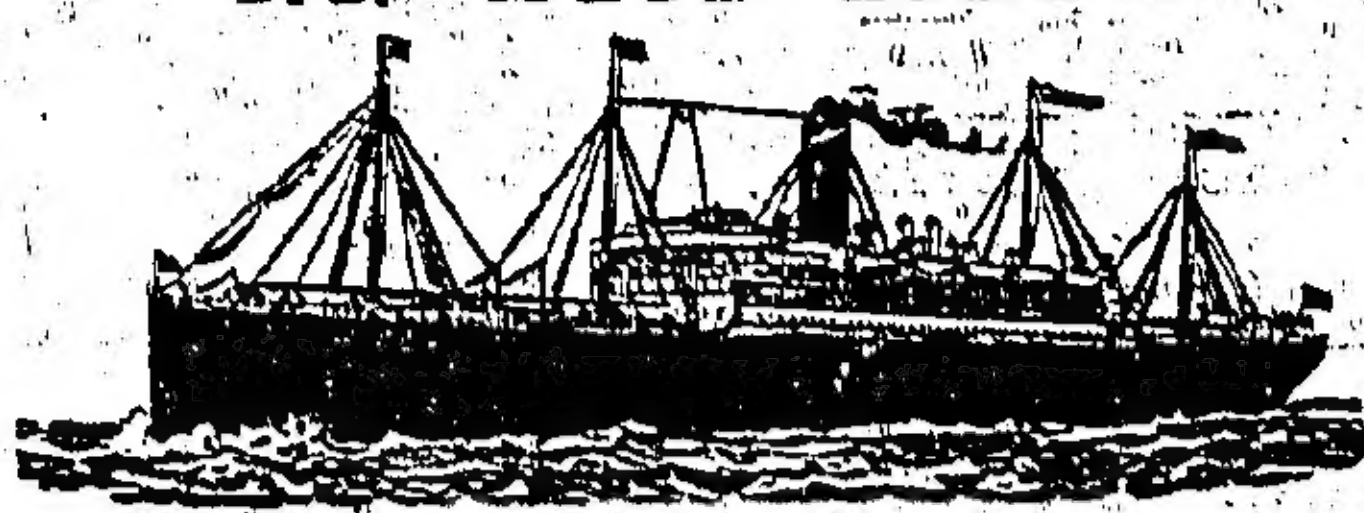
GIBB, LIVINGSTON & CO., Agents.

Hongkong, November 2, 1908.

Shipping.

PACIFIC MAIL S.S. COMPANY, TOYO KISEN KAISHA.

U.S. MAIL LINES.



SEMI-TROPICAL ROUTE.

Only line taking the warm Southern Route across the Pacific, via Honolulu, Oahu, the most fertile and beautiful island of the Pacific.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

STEAMSHIP	TONS	DATE	TIME
SIBERIA	12,000	SATURDAY, 18th Aug.	at 1 p.m.
MANCHURIA	12,000	SATURDAY, 20th Aug.	at 1 p.m.
CHITTO MARU	12,000	SATURDAY, 27th Aug.	at 1 p.m.
MONGOLIA	12,000	SATURDAY, 17th Sept.	at 1 p.m.
TENYO MARU	12,000	SATURDAY, 24th Sept.	at 1 p.m.
KOREA	12,000	SATURDAY, 1st Oct.	at 1 p.m.
NIPPON MARU	12,000	SATURDAY, 15th Oct.	at 1 p.m.

The P.M. S.S. SIBERIA will be despatched for San Francisco, via Keelung, Shanghai, Nagasaki, Kobe, Yokohama, Shimonoseki, Fukuoka and Honolulu, on SATURDAY, August 6th, at 1 p.m.

Fares: Hongkong to London £71. 10. 0. Return six months £130 24 months £125; including Berth and Meals across America.

INTERMEDIATE SERVICE.

China, 10,200 Tons, SATURDAY, 18th Aug., at 1 p.m.

Asia, 9,500 Tons, SATURDAY, 3rd Sept., at 1 p.m.

The S.S. CHINA will leave for San Francisco, via Shanghai, Nagasaki, Kobe, Yokohama and Honolulu, on SATURDAY, August 13th, at 1 p.m.

The fine Mail Steamers ASIA and CHINA carry Intermediate passengers only, affording superior accommodation for that class.

Hongkong to London: via Canadian Atlantic Ports £245.

via New York £245.

SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Services of the China and Japan Governments.

Through Bills of Lading issued to Japan, North, Central and South American Ports. For further information as to Passage and Freight, apply to the Agency of the Company, Kwa's Bazaar (opposite Blake Pier).

FRED J. HALTON, Agent.

OSAKA SHOSHEN KAISHA.

REGULAR SERVICES PROPOSED.

SAILINGS FROM HONGKONG—

(SUBJECT TO ALTERATION.)

TRANS-PACIFIC SERVICE.

Connecting at TACOMA with THE CHICAGO, MILWAUKEE & PUGET SOUND RAILWAY AND THE CHICAGO, MILWAUKEE & ST. PAUL RAILWAY.

The only direct train service, without transshipments, also shortest and fastest route from the Pacific Coast to CHICAGO.

Taking cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada, also to the Principal Ports in Mexico, Central and South America.

For	Steamers	Tons	Leaves
TACOMA, via KEELUNG, MOJI, KOBE & YOKOHAMA	CHICAGO MARU, Capt. I. Goto.	6,122	Wednesday, 10th Aug., at Noon.
Do.	TACOMA MARU, Capt. H. Yamamoto.	6,178	Wednesday, 7th Sept., at Noon.

The Co.'s newly built steamers have fast speed. Superior accommodation for steamer passengers situated AMIDSHIP. A limited number of Cabin passengers carried at low rates. Best adapted routes for carrying Silk, Treasure and Parcels. Special attention given towards Express connection.

HONGKONG, SOUTH CHINA COAST PORTS AND FORMOSA SERVICE.

For	Steamers	Leaves
SWATOW, AMOY & TAMSUI	DALIN MARU, Captain Y. Kaboraki.	SUNDAY, 7th Aug., at 10 a.m.
SHANGHAI, via SWATOW, AMOY and FOCHOW	CHOSHUN MARU, Capt. T. Suga.	THURSDAY, 11th Aug., at 10 a.m.
ANPING, via SWATOW, AMOY	SOSHU MARU, Capt. H. Murayama.	WEDNESDAY, 17th Aug., at 10 a.m.

SPECIAL REDUCTION of 20% will be allowed to 1st and 2nd Class passengers to FOCHOW during the two months of August and September, 1910.

CHEAPEST THROUGH PASSAGE to NANKING, in connection with the Nankai Kisen Kaisha's steamers at Shanghai, for THE NANKING EXPOSITION.

HONGKONG-NANKING, RETURN.

1st Class, \$73.00. 2nd Class, \$55.00. 3rd Class, \$37.00.

1st and 2nd Class Passengers have the option of travelling by Rail between Shanghai and Nanking.

Fair speed. Superior passenger accommodation. Electric light throughout. First-class cuisine.

The newly built steamers: 'CROCEUS MARU' and 'BURYU MARU'—First-class cabins—AMIDSHIP.

For information of Freight, Passage, Sailings, etc., apply at the Co.'s local Branch Office at Second Floor, No. 1, Queen's Buildings.

T. ARIMA, Manager.

NORDDEUTSCHER LLOYD, BREMEN.

IMPERIAL GERMAN MAIL LINES.

For	Steamers	Tons	No. Sail.
NAPLES, GENOA, ANZERS, SERRAVALLE, SOUTHAMPTON, TON, ANTWERP & HAMBURG	KLEIST, Capt. O. Pahnke.	(7,000)	WEDNESDAY, 10th Aug., at Noon.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	GORDEN, Capt. G. Bolke.	(17,900)	WEDNESDAY, 10th Aug.

MANILA, YAT, FRIEDRICH, PRINZ WALDEMAR, MANILA, YAT, FRIEDRICH, PRINZ WALDEMAR, MANILA, YAT, FRIEDRICH, PRINZ WALDEMAR.

YOKOHAMA AND KOBE, PRINZ SIGISMUND, Capt. D. Lenz, (8,000) TUESDAY, 23rd Aug.

KUDAT AND SANDAKAN, BORNEO, Capt. F. Seabill, (5,050) End of August.

Fitted with Wireless Telegraphy New System of Teletext.

For further Particulars apply to

Norddeutscher Lloyd, MELOHRS & CO., General Agents, Hongkong & China.

Shipping.

INDO-CHINA STEAM NAVIGATION CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

For	Steamers	To Sail
SHANGHAI	HANGSANG	SATURDAY, Aug. 6 at Noon.
TIENTSIN via SWATOW, WEIHAIWEI & CHEFOU	CHIPSING	SUNDAY, Aug. 7, Daylight.
SHANGHAI	CHOTSANG	TUESDAY, Aug. 9, at Noon.
MANILA	YUANSANG	FRIDAY, Aug. 12, at 4 p.m.
SHANGHAI, KOBE AND MOJI	FOOKSANG	FRIDAY, Aug. 12, at Noon.

RETURN TOURS TO JAPAN. Occupying 24 days.

THE steamer Kiangnan, Nanking and Fooking leave about every 3 weeks for Shanghai, returning via Kobe (Inland Sea) and Moji to Hongkong.

These vessels have all modern improvements and are fitted throughout with Electric Light. A fully qualified Surgeon is also carried.

Steamers have superior Accommodation for First-class Passengers, and are fitted throughout with Electric Light.

Taking Cargo on Through Bills of Lading to Yangtze Ports, Choochow, Tientsin & Newchwang.

Taking Cargo on Through Bills of Lading to Kudat, Lahad Dato, Singapore, Tawau, Usukan, Jesselton and Labuan.

For Freight or Passage, apply to Sub-Branch 4, Telephone No. 315.

JARDINE, MATHESON & Co., Ltd., General Managers.

CHINA NAVIGATION CO., LD.

SAILINGS SUBJECT TO ALTERATION.

For	Steamers	To Sail
SHANGHAI	LYMAN	Aug. 7, Daylight.
MANILA	TAKING	Aug. 9, at 4 p.m.
CHERPOO & NEWCHOWANG	SANCHANG	Aug. 11, at 4 p.m.
SHANGHAI & TIENTSIN	CHENHUA	Aug. 11, at 4 p.m.
CHERPOO & TIENTSIN	HUTCHOW	Aug. 15, at 4 p.m.
MANILA, ZAMBOANGA, and USUAL	TAIWAN	Aug. 31, at 4 p.m.

AUSTRALIAN PORTS

DIRECT SAILINGS TO WEST RIVER—Twice Weekly.

S.S. 'LYMAN' and S.S. 'SANDU' AUSTRALIAN STEAMERS have superior accommodation, with Electric Light throughout and Electric Fans in the State-rooms. A fully qualified Surgeon is carried. REDUCED FARES. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA TWIN SUREW STEAMERS & TIENTSIN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon.

FAST SCHEDULE TWIN SUREW STEAMERS—(S.S. Anhui, Chenan, Hsinan, Chihna)—with excellent passenger accommodation, Electric Light throughout and Electric Fans in State-rooms and Dining Saloon, leave Hongkong for Shanghai three times weekly and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—Passengers must embark before midnight on Saturday for the Sunday morning sailing. A Company's launch leaves Murray Pier at 10 o'clock every Saturday night.

These Steamers land passengers in Shanghai, avoiding the inconvenience of transshipment at Woosung.

FARES:—\$45.00 Single. \$90.00 Return.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE, AGENTS.

Telephone No. 88.

SOUTH AMERICAN LINE.

REGULAR STEAMSHIP SERVICE FOR CALLAO, IQUIQUE, VALPARAISO, ETC., via MOJI, KOBE, YOKOHAMA, HONOLULU, MANZANILLO AND SALINA CRUZ (Mexico).

For	Steamers	Tons	Leaves
S.S. Kyo Maru		17,200	Aug. 25th, at noon.
S.S. Bujo Maru		10,500	Oct. 22nd, at noon.
S.S. Hongkong Maru		11,000	Dec. 21st, at noon.

For particulars apply to N. YAMADA, Acting Manager.

TOYO KISEN KAISHA, Kwa's Bazaar.

NIPPONYUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

DESTINATION	STEAMERS	SAILING DATES
MARSHALLS, HONOLULU AND ANTWERP, via SINGAPORE, PENANG, COLOMBO AND PORT SAID	WAKASABU MARU, Capt. N. Nishida, Tons 7000	TUESDAY, 9th Aug., at 4 p.m.
	ASUTSU MARU, Capt. Wm. Thompson, Tons 9000	WEDNESDAY, 17th Aug., at Daylight.
	HITACHI MARU, Capt. N. Matheson, Tons 7000	WEDNESDAY, 17th Aug., at Daylight.
VICTORIA, B.O. and SEATTLE, via KEELUNG, SHANGHAI, MOJI, KOBE, YOKOHAMA, SHIMIZU & YOKOHAMA	TAMBA MARU, Capt. E. Sato, Tons 7000	TUESDAY, 16th Aug., at 4 p.m.
	AWA MARU, Capt. S. Ishikawa, Tons 7000	TUESDAY, 16th Aug., at 4 p.m.
VICTORIA, B.O. and SEATTLE	KAMAKURA MARU, Capt. J. Nagao, Tons 7000	SATURDAY, 13th Aug., from KOBE
SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	NIKKO MARU, Capt. M. Taga, Tons 6000	FRIDAY, 5th Aug., at Noon.
	KUMANO MARU, Capt. M. Winkler, Tons 6000	FRIDAY, 5th Aug., at Noon.
BOMBAY, via SINGAPORE, AND COLOMBO	BOMBAY MARU, Capt. Tanaka, Tons 5000	TUESDAY, 9th Aug.
SHANGHAI, MOJI & KOBE	TOSA MARU, Capt. Y. Nomura, Tons 6000	WEDNESDAY, 17th Aug.
ROBE & YOKOHAMA	KITANO MARU, Capt. F. E. Cope, Tons 900	Aug., Noon.
NAGASAKI, KOBE AND YOKOHAMA	YAWATA MARU, Capt. T. Sakine, Tons 6000	WEDNESDAY, 31st Aug., at Noon.

Fitted with new system of wireless telegraphy.

Cargo only. — Calling at Saigon. — Carries deck passengers.

CHEAPEST SUMMER RATES.

BETWEEN HONGKONG and JAPAN PORTS.

Commencing Aki Maru 30th May, ending 30th September, 1910.

SPECIAL EXCURSION TICKETS (1st & 2nd Class) AVAILABLE FOR 3 MONTHS.

	Yokohama Return.	Kobe Return.	Moji Return.	Nagasaki Return.
1st class	\$120	\$110	\$100	\$90
2nd class	\$80	\$70	\$60	\$50

With option of Rail between ports in Japan.

For further information as to Freight, Passage, Sailings, etc., apply at the Company, Local Branch Office in Prince's Building, First Floor, Chater Road.

T. KUSUMOTO, Manager.

To Let.

TO LET. DUXEY LODGE, CAINE ROAD, suitable for a Boarding House, School, College, or Family Residence, recently painted and renovated throughout. Immediate possession.

Apply to CHATER & MODY, Hongkong, May 14, 1909. 550

TO LET. 1st September. Bowen Road.

WESTERN BLOCK OF DWELLING HOUSES at present occupied as Artillery Officer's Quarters. Suitable for Boarding House.

Apply to THE HONGKONG LAND INVESTMENT & AGENCY CO., LD. Hongkong, June 23, 1910. 514

TO LET. GUDOWN No. 54, DUDDELL STREET.

Apply to THE HONGKONG LAND INVESTMENT & AGENCY CO., LD. Hongkong, January 1, 1910. 708

TO LET. A HOUSE in KNEISFORD TERRACE.

Apply to THE HONGKONG LAND INVESTMENT & AGENCY CO., LD. Hongkong, February 24, 1910. 554

TO LET. TWO Good Furnished BEDROOMS, BAKER Road, the Peak.

Apply to 'CHINA MAIL' Office. Hongkong, June 7, 1910. 738

TO LET. OFFICES in DES VOEUX ROAD CENTRAL, corner of Lee House St.

Apply to Messrs PERRY SMITH & FLEMING, 5, Queen's Road. Hongkong, June 1, 1910. 39

TO LET. KING'S BUILDINGS.

OFFICES facing the Harbour lately in occupation of Messrs Jardine, Matheson & Co., Ltd.

Apply to THE HONGKONG LAND INVESTMENT & AGENCY CO., LD. Hongkong, December 1, 1909. 734

TO LET. FOUR and Five-Roomed HOUSES, at Kowloon.

New and Commodious SHOPS, NATHAN Road, Kowloon. Immediate possession. Cheap Rentals.

Apply to HUMPHREYS' ESTATE & FINANCE CO., LTD. Hongkong, March 23, 1909. 408

TO LET. NO. 2, CONDUT ROAD, from 1st July. Five Rooms. Electric Light. Splendid Harbour View.

Apply to 'A. W.' Office of 'CHINA MAIL' Office. Messrs LINSTEAD & DAVIS. Hongkong, May 9, 1910. 597

TO LET (IMMEDIATE POSSESSION.) 'LUGNSLAND EAST' No. 18, PEAK ROAD.

NINE-ROOMED HOUSE. Electric lights fitting. Bathrooms and W.C.s. Below the fog line. Railway to the Peak. Rent \$200 per month including taxes.

Apply to SHEWAN, TOMES & CO. Hongkong, April 23, 1910. 45

TO LET. NOS. 19 & 23, SHELLEY STREET. New 5

Shipping.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

HOMEWARD PASSENGER SEASON 1911.
PROPOSED SAILINGS OF MAIL STEAMERS

MARSEILLES & LONDON.

TAKING PASSENGERS ALSO FOR
COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.
THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

STEAMERS	Leave Hongkong	Connecting Steamers from Colombo to Marseilles and London	Due Marseilles (Brindisi 3 days earlier)	Due Plymouth (London 1 day later)
Steamer Tons	pm. Sat. day	Tons	Saturday	Friday
DELHI 8000	Feb. 4	Mantua 11000	Mar. 4	Mar. 10
ARABIA 7000	Feb. 18	Malwa 11000	Mar. 18	Mar. 24
ASSAYE 7500	Mar. 4	Macedonia 10800	Apr. 1	Apr. 7
MAMORA 10500	Mar. 18	(Through Suez call at Bombay)	Apr. 15	Apr. 21
DEVANHA 8000	Apr. 1	Moldavia 10000	Apr. 29	May 5
DELHI 8000	Apr. 15	Mongolia 10000	May 13	May 19
ASSAYE 7500	Apr. 29	Morona 11000	May 27	June 2
DELTA 8000	May 13	Mooltan 10000	June 10	June 16

Passengers change steamers at Colombo, and those for Brindisi transfer also to the Express Mail Steamer at Port Said.
Accommodation in the connecting steamer from Colombo is definitely reserved in Hongkong or at time of booking.

FARE TO LONDON (including Suez).
1st Saloon, £21.10 Single. £106.14 Return.
2nd " £14.8 " £72.12 " 3
To addition to the above Mail Steamers the following—
INTERMEDIATE (Non-Transit) STEAMERS
WILL LEAVE FOR

LONDON.

CARRYING SALOON PASSENGERS AT REDUCED RATES.

STEAMERS	Leave Hongkong	Due London
• SUNDIA 4700	Jan. 25	March 11
• NUBIA 4700	Feb. 8	March 25
• SYRIA 4700	Mar. 22	April 8
• NOBE 4700	Apr. 5	Apr. 22
• PALAWAN 4700	Apr. 19	May 6
• BORNEO 4700	May 3	May 19
• STICIA 4700	May 17	June 3
• SUMATRA 4700	May 31	June 17
• NILE 4700	June 14	June 31

These Steamers call also at Singapore, Penang, Colombo, and at Marseilles.
FARE TO LONDON (including Suez).
1st Saloon, £25.0 Single. £121.0 Return.
2nd " £16.0 " £101.0 " 3
* Carry 1st and 2nd Saloon Passengers.
For further particulars Apply to
E. A. HEWITT,
Superintendent.

MESSAGERIES MARITIMES FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO AND FROM EUROPE,
Via SUEZ CANAL.

FORTNIGHTLY SERVICE TO AND FROM JAPAN,
Via SHANGHAI.

STEAMERS	CAPTAIN	To SAIL
SHANGHAI, KOBE and YOKOHAMA	V. DE LA CIGOTAT	Aug. 15, p.m.
MARSEILLES, Via Port-au-Prince, POLYNESIE, BRUSSELS	Aug. 16, at 1 p.m.	
SHANGHAI, KOBE and YOKOHAMA	TOURANE	Aug. 29, p.m.
MARSEILLES, Via Port-au-Prince, AUSTRALIEN	MORON	Aug. 30, at 1 p.m.

TRANSFERRING on the Co's Steamers at Singapore for BATAVIA, at Colombo for CALCUTTA, BOMBAY and AUSTRALIA, at Port Said for the LEVANT, COLOMBO, SYDNEY and BLACK SEA.
Through Tickets to London, via Paris, from £27.10 up to £71.10. 20 hours railway from Marseilles to London. Interpreters meet passengers on their arrival in Marseilles.
For further particulars, apply to
P. THOMAS, Agent,
QUEEN'S BUILDING.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

Ship	Tons	Captain	For	Sailing Date
ZAFIRO	2540	A. Fraser	Manila	SATURDAY, Aug. 6, at Noon.
RUBI	2540	R. Rogers	Manila	Aug. 13, at Noon.

For Freight or Passage, apply to
Shewan, Tomes & Co., General Managers.

HONGKONG-BOSTON & NEW YORK AMERICAN-ASIATIC STEAMSHIP COMPANY.

FOR BOSTON AND NEW YORK, via PORTS
AND SUEZ CANAL.
WITH LIBERTY TO CALL AT THE
MALABAR COAST.

S.S. WRAY CASTLE on Friday, 5th August, at 5 p.m.
For Freight and further information, apply to
SHEWAN, TOMES & CO.,
General Agents.
Hongkong, July 12, 1910.

HAMBURG-AMERIKA LINIE, HAMBURG.

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Also via Aden or Port Said, by the Company's 'Arabian and Persian Service' to Arabian and Persian Gulf Ports.

TEXT SAILINGS FROM HONGKONG.

Outward	Homeward
For Rotterdam, Hamburg & A'werp	For Rotterdam, Hamburg & A'werp
S.S. SEGOVIA 13th Aug.	S.S. SEGOVIA 13th Aug.
For Havre & Hamburg	For Havre & Hamburg
S.S. SCANDIA 13th Aug.	S.S. SCANDIA 13th Aug.
For Havre & Hamburg	For Havre & Hamburg
S.S. SLAVONIA 20th Aug.	S.S. SLAVONIA 20th Aug.
For Marseilles & Hamburg	For Marseilles & Hamburg
S.S. SAKONA 31st Aug.	S.S. SAKONA 31st Aug.
For Havre & Hamburg	For Havre & Hamburg
S.S. SPEZIA 10th Sept.	S.S. SPEZIA 10th Sept.

For further Particulars, apply to
HAMBURG-AMERIKA LINIE, Hongkong Office

'SHIRE' LINE OF STEAMERS, LIMITED.

FOR LONDON, ROTTERDAM AND ANTWERP.

THE Steamship CARDIGANSHIRE
Capt. W. O. TYLER, will be despatched
as above on or about 10th inst.
For Freight or Passage, apply to
JARDINE, MATHESON & Co., Ltd.,
Agents.
Hongkong, July 25, 1910. 907

NOTICES TO CONSIGNEES

PACIFIC MAIL STEAMSHIP CO.
NOTICE TO CONSIGNEES.

FROM SAN FRANCISCO, JAPAN, PORTS & SHANGHAI.

CONSIGNEES OF CARGO per Steamship
CELESTIA
The above-mentioned steamer having arrived, Consignees of Cargo are hereby notified to send in their Bills of Lading for countersignature and to take immediate delivery of cargo from alongside.

Cargo remaining on board after noon FRIDAY, August 5th, 1910, will be landed at Consignees' risk and expense and delivery must be taken from Company's Godown at West Point.

Cargo remaining undelivered THURSDAY, August 4th, 1910, will be subject to rent and landing charges.
No Fire Insurance whatever will be effected.

All chafed and otherwise damaged cargo will be examined at the above Company's Godown on SATURDAY, August 6th, 1910, at 10 a.m.
FRED J. HALTON, Agent.
Hongkong, August 3, 1910. 909

FOR SHANGHAI, KORE AND MOUL

THE Steamship ABRATON APOAL
Capt. W. D. A. THOMAS, will be despatched for the above ports on MONDAY, the 8th inst., at Noon.

The Steamer has Superior Accommodation for Passengers, is furnished throughout with Electric Light and carries a duly certified Doctor.

RETURN TOURS TO JAPAN.
(Occupying 24 days).
Steamers leave about every 3 weeks for Shanghai and Kobe, (Indian Ocean) returning via Moji, providing a stay of 5 to 6 days in Japan.

Return tickets are available by the Indo-China Steam Navigation Co.'s Steamers.
Fare for round trip \$180.
For Freight or Passage apply to
DAVID SASSON & Co., Ltd.,
Agents.
Hongkong, August 2, 1910. 948

SOCHETA ANONIMA NAZIONALE DI SERVICI MARITIMI ROMA.

STEAM FOR BOMBAY
VIA SINGAPORE AND PENANG.

Having connection with Company's Mail Steamers to Port Said, Marseilles, Naples, Leghorn and Genoa, also Venice and Trieste, all Mediterranean, Adriatic, Levantine and South American Ports up to Quito.

(Taking Cargo at through rates to Persian Gulf and Indian, also BATAVIA, VALPARAISO, ALICANTE, ALGERIA and MALAGA).

THE Steamship ISCHIA.
Capt. BIZZOZZI, will be despatched as above on FRIDAY, the 12th inst., at 3 p.m.

For further particulars regarding Freight and Passage, apply to
CARLOWITZ & Co.,
Agents.
Hongkong, August 1, 1910. 941

AUSTRIAN NAVIGATION COMPANY.

STEAM FOR
TRIESTE AND DIRECT, calling at
SINGAPORE, PENANG, CALCUTTA,
COLOMBO, ADEN, SUEZ AND
PORT SAID.

(Taking Cargo at through rates to the Adriatic, Black Sea, Levant, Persian Gulf, Red Sea, Black Sea, Levant, Venice and Adriatic Ports).

THE Co's Steamship SILEZIA
Capt. RICHMOND, will be despatched as above on SATURDAY, the 7th August, p.m.

This Steamer has capital accommodation for passengers. Electric Light and carries a Doctor.

For information as to Passage and Freight, apply to
HARDER, WILKE & CO.,
Agents.
Phone's Buildings.
Hongkong, June 29, 1910. 939

SIR ROBERT HART'S MEMORANDUM.

Series of Articles on the Hong Kong & Shanghai Service for the improvement of the service.
Reprinted from the China Mail. To be had in pamphlet form at the Office, 5, Wyndham Street.
Price 20 Cents

SOUTH MANCHURIA RAILWAY

SHORTEST AND QUICKEST ROUTE BETWEEN THE FAR EAST AND EUROPE VIA DAIRIN.

SUMMER SCHEDULE

(Effective from May 1, 1910).

THREE WEEKLY EXPRESS TRAIN SERVICE, composed of excellently equipped Sleeping, Dining and 1st Class Cars, operated between Dairen and Changchun connection with the Trans-Siberian Express Trains and with Dairen-Shanghai Direct Steamer Service by the S.S. 'Kobe Maru' and 'Saikio Maru' (each 3,377 tons) as follows:—

NORTH-BOUND			
Station	Train	Time	Days
Shanghai (Steamer)
Dairen (Train)	1.00 p.m.	Satur.
Mukden (Train)	10.34 p.m.	Mon. or Tues.
Changchun (Train)	10.45 p.m.	Fri.
Harbin (Train)	8.00 a.m.	Mon.
.....	11.40 a.m.	Wed.
.....	8.30 p.m.	Sat.

Connecting at Harbin with State Express Wagon-Lite State Express for Moscow, for Moscow, for St. Petersburg.

SOUTH-BOUND.

Connecting at Harbin with			
Station	Train	Time	Days
Harbin (Russian Train)	11.20 a.m.	Tuesday
Changchun (S.M.R. Train)	8.40 p.m.	Thurs.
Mukden (S.M.R. Train)	9.00 p.m.	Sat.
Dairen (Steamer)	4.15 a.m.	Wednes.
Shanghai (Steamer)	1.30 p.m.	Fri.

TICKET AGENTS.—The Company's railway and steamer tickets are obtainable at all the Agencies of the International Sleeping Car & Express Trains Co. and Messrs. Thos. Cook & Son.

RAILWAY HOTELS.—YAMATO HOTEL (Tel. Add.: 'Yamato') At Dairen, Port Arthur and Changchun, and also very shortly at Mukden, all under the Company's management.

SOUTH MANCHURIA RAILWAY COMPANY, DAIRIN.

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Output 3,000 tons per day.

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Agents: MITSUI BUSSAN KAISHA, LD.

SOUTH MANCHURIA RAILWAY CO. DAIRIN.

Tel. Add.: 'Mantien.' Codes: A.R.C. 5th Ed. A.I. & Lieber's.

NOTICES TO CONSIGNEES

PACIFIC MAIL STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

FROM SAN FRANCISCO, JAPAN, PORTS & MANILA.

CONSIGNEES OF CARGO per Steamship
SIBERIA
The above-mentioned steamer having arrived, Consignees of Cargo are hereby notified to send in their Bills of Lading for countersignature and to take immediate delivery of cargo from alongside.

Cargo remaining on board after noon FRIDAY, August 5th, 1910, at 5 p.m. will be subject to rent and landing charges.
No Fire Insurance whatever will be effected.

All chafed and otherwise damaged cargo will be examined at the above Company's Godown on SATURDAY, August 6th, at 10 a.m.
FRED J. HALTON, Agent.
Hongkong, July 30, 1910. 937

THE LONDON DIRECTORY

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ENABLES traders throughout the World to communicate direct with English MANUFACTURERS & DEALERS in each class of goods. Besides being a complete commercial guide to London and its suburbs the Directory contains lists of EXPORT MERCHANTS with the Goods they ship, and the Colonial and Foreign Markets they supply.

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WEATHER FORECAST AND STORM-WARNINGS ISSUED FROM THE HONGKONG OBSERVATORY.

METEOROLOGICAL SIGNALS.

Meteorological signals are hoisted on the mast in front of the Water Police Station at Tsim Sha Tsui for the information of masters of vessels leaving the port. They do not necessarily imply that bad weather is expected here.

Signal

1. A CONE indicates a Typhoon to the North of the Colony.

2. A CONE indicates a Typhoon to the North-East of the Colony.

3. A DRUM indicates a Typhoon to the East of the Colony.

4. A CONE indicates a Typhoon to the South-East of the Colony.

5. A CONE indicates a Typhoon to the South of the Colony.

6. A CONE indicates a Typhoon to the South-West of the Colony.

7. A BALL indicates a Typhoon to the West of the Colony.

8. A CONE indicates a Typhoon to the North-West of the Colony.

Black Signals indicate that the centre is believed to be more than 300 miles away from the Colony.

Red Signals indicate that the centre is believed to be less than 300 miles away from the Colony.

The above signals will, as heretofore, be hoisted only when typhoons exist in such positions or are moving in such directions that information regarding them is considered to be of importance to the Colony or to shipping leaving the harbour.

There signals are repeated at the Harbour Office, H.M.S. Tamar, Green Island Signal Mast, and the Flagstaff on the premises of the Hongkong and Kowloon Wharf and Godown Company at Kowloon.

URGENT SIGNAL.

In addition to the above, when it is expected that the wind may increase to full typhoon force at any moment, the following Urgent Signal will be made at the Water Police Station, and repeated at the Harbour Office:—

THREE EXPLOSIVE BOMBS AT INTERVALS OF TEN SECONDS.

A Black Cross will be hoisted at the same time, superior to the other shapes.

NIGHT SIGNAL.

The following Night Signals will be exhibited from the Flagstaff on the roof of the Water Police Station at Kowloon, the Harbour Office Flagstaff, and H.M.S. Tamar.

I. Three Lights Vertical, Green, Green, Green, indicates that a typhoon is believed to be situated more than 300 miles from the Colony.

II. Three Lights Vertical, Green, Red, Green, indicates that a typhoon is believed to be situated less than 300 miles from the Colony.

III. Three Lights Vertical, Red, Green, Red, indicates that the wind may be expected to increase to full typhoon force at any moment.

No. III Signal will be accompanied by the Explosive Bombs, as above, in the event of the information conveyed by this signal being first published by night.

The Night Signals will be substituted for the Day Signals at sunset, and will, when necessary, be altered during the night.

SUPPLEMENTARY WARNINGS.

For the benefit of Native Craft and passing Ocean Vessels, a Cone will be exhibited at each of the following stations during the time that any of the above Day Signals are hoisted in the Harbour:

Gap Rock, Aberdeen, San Ki Wan, Sai Kung, Sha Tau Kok, Tai Po.

This will indicate that there is a depression somewhere in the China Sea, and that a Storm Warning is hoisted in the Harbour.

Further details can always be given to Ocean Vessels, on demand, by signal, from the light house.

F. G. FROD, Director.

